

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 FAA-00 DOTE-00 CAB-02 L-03

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NSC-05 SP-02 SS-15 /058 W

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FM AMEMBASSY BELGRADE

TO SECSTATE WASHDC 537

INFO AMEMBASSY BRUSSELS

AMCONSUL ZAGREB

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DEPARTMENT PASS FAA, CAB; BRUSSELS PASS FA

EO 11652: NA

TAGS: EAIR YO

SUBJ: YUGOSLAV INVESTIGATION OF MID-AIR COLLISION SEPT 1976

1. EMBASSY RECEIVED MAY 6 COPY OF 68-PAGE ACCIDENT INVESTIGATION REPORT OF SEP 10, 1976, MID-AIR COLLISION BETWEEN BEA TRIDENT AND INEX-ADRIA DC-9. REPORT IS DATED DEC 25, 1976, AND YUGOSLAV CIVIL AVIATION OFFICIAL STATED COPIES HAD ALSO BEEN GIVEN TO BRITISH AND WEST GERMAN CIVIL AVIATION AUTHORITIES. HE STATED THIS REPORT IS "INTENDED FOR YOUR INTERNAL USE WITHOUT POSSIBILITY OF ITS PUBLICATION".

2. REPORT CONCLUDES THAT ACCIDENT CAUSED BY FAILURE TO PROVIDE PRESCRIBED SEPARATION BETWEEN AIRCRAFT, UNTIMELY RECOGNITION OF SITUATION, AND APPLICATION OF IMPRCISE MEASURES FOR PREVENTION OF THE COLLISION. IN REPORT'S WORDS THIS RESULTED FROM THE NON-APPLICATION OF RULES AND REGULATIONS BE COMPETENT AIR TRAFFIC CONTROLLERS AND OVERLOADING OF THE UPPER SECTOR CONTROL IN A CRITICAL SITUATION DUE TO THE ABSENCE FROM HIS POST OF THE UPPER SECTOR ASSISTANT

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CONTROLLER. REPORT ALSO STATES "BESIDES THE FAILURE ATTRIBUTABLE TO THE AIR TRAFFIC CONTROLLERS A SERIES OF CIRCUMSTANCES CONTRIBUTED TO THE COLLISION OF THE AIRCRAFT WHICH WERE FLYING IN CONDITIONS OF GREAT VISIBILITY".

3. REPORT'S RECOMMENDATIONS ARE:

A. REGULATIONS SHOULD SPECIFY THAT INDIVIDUAL SECONDARY

RADAR IDENTITY CODE IS RETAINED BY EACH AIRCRAFT THROUGHOUT ITS ENTIRE FLIGHT WITHIN A CONTROL AREA WHERE THE RADAR COVERAGE IS PROVIDED.

B. REGULATIONS SHOULD PROHIBIT SWITCHING OFF OF THE TRANSPONDER DURING TRANSFER OF AIRCRAFT BETWEEN ADJACENT SECTORS.

C. RADAR HEIGHT FILTERING SYSTEM SHOULD BE USED IN SUCH A WAY THAT IT INCLUDES LAYERS BETWEEN ADJACENT SECTORS, THUS PROVIDING AUTOMATIC TRACKING OF AIRCRAFT DURING CLIMB OR DESCENT AND THEIR OBSERVANCE BEFORE THEY ENTER AIRSPACE OF SPECIFIC SECTOR.

D. FOR AIR-GROUND RADIO-TELEPHONE COMMUNICATIONS STANDARD PHRASEOLOGY IN ENGLISH LANGUAGE TO BE USED BY AIR TRAFFIC CONTROLLER UNITS AND AIRCRAFT DURING FLIGHT ALONG AIRWAYS AND IN ZONES USED FOR INTERNATIONAL AIR SERVICE.

E. DUTIES OF THE CREWS SHOULD BE DEFINED MORE PRECISELY IN RESPECT TO OBSERVATION FOR PURPOSE OF AVOIDING AIR COLLISION WHEN CONDITIONS PERMIT.

4. TRIAL OF FLIGHT CONTROLLERS CONTINUES IN ZAGREB. ON MAY 4 COURT WENT INTO CLOSED SESSION AT SUGGESTION OF DEFENSE ATTORNEYS WHICH SUGGESTION ACCEPTED BY FIVE-JUDGE PANEL "IN INTEREST OF KEEPING BUSINESS SECRETS". ASKED BY EMBOFF TO EXPLAIN WHAT BUSINESS SECRETS MIGHT BE INVOLVED IN SUCH LIMITED OFFICIAL USE

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A TRIAL, OFFICIAL OF FEDERAL DIRECTORATE OF CIVIL AVIATION SAID THAT THERE ARE SOME SENSITIVE AND EMBARRASSING MATTERS TO BE DISCUSSED AND IT IS BETTER FOR THE PUBLIC NOT TO KNOW THEM.

5. ORIGINAL OF ACCIDENT REPORT BEING POUCHED DEPARTMENT FOR FAA WITH COPY FOR CAB AND COPY FOR FAA BRUSSELS. YORK

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Message Attributes

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